GEOGRAPHIC NEWS BULLETINS

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Photograph courtesy Towle Mfg. Co.

ONE OF HIS BELLS WAS A VICTIM OF HURRICANE

The famous Revolutionary New Englander, Paul Revere, here shown in a portrait by an unknown artist, was an expert bell founder, as well as a horseback rider and silversmith. Among the landmarks swept away by wind and wave last month was the steeple of the Unitarian Church at Brooklyn, Connecticut, containing a bell attributed to Paul Revere. Many of New England's other losses will be missed throughout the nation (Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Landmarks Fall before Record New England Storm

NEW ENGLAND, seldom a victim of hurricanes but often a contributor to the relief of victims of such disasters elsewhere, lost many of its historic landmarks as well as lives of hundreds of citizens in the terrific storm that lashed the States "way down East" last month. Huge waves, floods, and fire followed in the wake of an extra-tropical hurricane wind that reached a speed of 100 miles an hour, taking additional toll of ancient wooden bridges, church steeples, historic homes, and fine old trees that have shaded quiet avenues and village greens since Revolutionary times.

New Haven, sometimes called "the city of elms," lost many of the beautiful trees for which it is famous. In groups of two or three the green landmarks of Yale University campus and many residential streets fell before the fury of the gale. Seaside homes and bath houses along Bailey's Beach, society's "summer capital" near Newport, Rhode Island, were damaged or wrecked. Heavy rain and high tides flooded low-lying areas of southern Connecticut until they looked like the rice fields of the Orient.

From Boston came reports that *Old Ironsides,* the stout wooden frigate that played such a dramatic role in the early annals of the American Navy, strained at her moorings in the Charlestown Navy Yard. For a time there was more danger than when Holmes wrote that "her shattered hulk should sink beneath the wave," and "give her to the god of storms, the lightning and the gale."

One of Three Cradles of American Liberty

A destructive storm in New England may do more damage than elsewhere because New England is a region of high concentration, both of people and traditions. From Stamford to Passamaquoddy, it is studded with landmarks of history which uphold its claim to being one of the three cradles of American liberty. But the country of Miles Standish, Ethan Allen, and John Adams is fuller of population today than it was of patriotism in 1776. The six New England States comprise the most thickly settled region in the country, with six per cent of the Nation's people on two per cent of the Nation's land.

Rhode Island, chief victim of the hurricane, is the most tightly packed, with 664 people to the square mile. Massachusetts, eight times as large, is nearly as crowded, with 528 people per square mile. The average for the whole United States is 41 inhabitants to the same unit. In both these States nine-tenths of the citizens live in cities or towns—three city-dwellers more out of ten than is normal for the whole nation.

Boston stands among the country's foremost ten cities for size; but small New England towns may outrank metropolises for their influence on American history—such as Plymouth with its Rock, Salem with its witch trials, and Concord with its Minute Men (illustration, next page).

Vermont Once "Independent Nation"

From the time the *Mayflower* completed its maiden voyage to Massachusetts Bay with the most quoted passenger list outside of Noah's Ark, New England has had an influence far out of proportion to its size. Four of its six States were among the original thirteen: Massachusetts, New Hampshire, Rhode Island, Connecticut. Maine was also present but under the wing and name of Massachusetts. Vermont, after declaring itself an independent nation and debating the advantages of joining Canada, finally entered the United States in 1791.

Puritan sermons and Yankee shrewdness, Daniel Webster's oratory and Noah Webster's dictionary, Bunker Hill and the Boston Tea Party, Gloucester fishermen casting their nets off Newfoundland and whalers pursuing Moby Dick around the world—all represent New England chapters in the history now called American.

Yet, the region which produced a bumper crop of super-American ancestors and introduced the song "America" has now the highest proportion of foreign-born population, ranging from one-eighth in Vermont to one-fourth in Massachusetts and Rhode Island.

New England resembles old England, from which it sprang, in the chummy jostling of towns just beyond one another's earshot—as if they expected America to be no larger than Britain. Names, such as New Bedford and New London and the Thames, are straight from old England.

The Switzerland-like prominence of dairying is striking. New England farmers can easily ship to market a field's crop day by day in the shape of gallons of milk. Vermont, most rural of New England States, produces the greatest value in dairy products per capita in the nation. Both New England and Switzerland are manufacturing areas, depending on other realms for raw materials, and making textiles, leather goods, and metal products requiring skill and precision.

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Photograph by B. Anthony Stewart

DIFFERENT KINDS OF WEATHER IN NEW ENGLAND USUALLY MEAN DIFFERENT KINDS OF FUN, NOT TROUBLE

For Whittier, *Snowbound* meant that "the white drift piled the window frame" and clothesline posts were "tall and sheeted ghosts"—the scene which his readers have accepted as a typical New England winter. The modern sports of skiing and tobogganing, however, have turned the winter scene inside out, for an emphasis on outdoor rather than indoor amusement. Between January and March special trains carry week-end sportsmen from New York and Boston into snow-covered valleys of the White Mountains, bound *for* snow instead of *by* snow (Bulletin No. 1).

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Czechoslovakia Is a Land of Many Minorities

ALTHOUGH most often in the news, the Sudeten Germans are by no means the only minority group in Czechoslovakia. Encouraged by the success of German demands, Hungarian and Polish groups within Czechoslovakia are also raising their voices in the cause of union with their mother countries.

Hungarians back a move to slice off a southern portion of Czechoslovakia, formerly under Hungarian rule. Polish demands advocate the return of parts of Silesia to Poland, including rich northern areas of Czechoslovakia containing coal mines, steel mills and railroad centers.

These minorities call attention to the fact that their condition in Czechoslovakia is the general rule rather than the exception. Czechs and Slovaks must be lumped together to form a majority, and combined they are only three-fifths of the country's population. In addition to the strong minority of Sudeten Germans, there are smaller groups of Hungarians, Russians of Ruthenia, Poles, Jews, Gypsies, and Romanians. Each racial group, except the last two, has been large enough to entitle it to special laws guarding its freedom.

Fourteen Political Parties in Parliament

Discussing minorities in his office at Praha recently with a member of the *National Geographic Magazine's* staff, President Benes of Czechoslovakia pointed out that his problem is not one of the melting pot, as is the case in the United States.

"We would not attempt to make Czechs of our German millions, or Slovaks of our 700,000 Hungarians," he said. "Austria tried for 300 years to assimilate the Czechs, without success; Hungary tried for 1,000 years to make the Slovaks into Hungarians, and failed. Therefore the Czechoslovak Republic has tried to allow minorities to keep their own schools, languages, religions, and newspapers."

Respect for minority rights was written into the Constitution when the new nation was formed by Czechs and Slovaks, who had suffered as minorities under the Austro-Hungarian Empire. The 1935 elections sent to the National Parliament German, Hungarian, Russian, Polish, and Jewish delegates, chosen in ratio to the number of votes cast. Fourteen political parties were represented in the national assembly, in contrast with the four parties having members in the U. S. Congress.

Magyar Landowners Ruled Slovakia for a Thousand Years

In the United States, only one State, New Mexico, recognizes an official language other than English. Czechoslovakia has maintained schools for Germans, Hungarians, Poles, Jews, and Russians in their own languages. A school for gypsies has been opened. When there are 40 children of any nationality in a community, law requires a school in their national tongue.

Wherever a racial group totals one-fifth of the population of a district, the language of that minority is used on street signs, shop windows, and public notices, and is also permitted in courts. Many newspapers are published in languages other than Czech or Slovak, which are different branches of the same Slavic tongue. Some paper money uses as many as five languages on a single bill.

This interlocking of nationalities resulted from uniting the Czechoslovaks, whose territory had been divided between Austria and Hungary. A Russian unit was added when Sub-Carpathian Russia, at the far eastern tip of the new nation, attached itself as Ruthenia, on terms of self rule.

The province of Bohemia is the stronghold of the German-speaking minority,

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The watches of Waltham, clocks of Waterbury, jewelry of Providence, scales of St. Johnsbury, hats of Danbury, shoes of Boston and Lynn, bolts of cotton and woolen textiles from factories that follow waterpower up the valleys are Swiss types of manufactures.

Despite the large proportion of people dependent on industrial jobs, New England still has farms inhabited by modern Maud Mullers and Barefoot Boys. The region has the highest rating in the United States for the value of farm vegetables raised for home use. Maine, one-tenth under water (because of its many lakes and streams) and blanketed with forest primeval, ships so many potatoes that one of its railroads is nicknamed "Potato Road."

Massachusetts cranberries and Vermont maple sugar and Connecticut tobacco prove that not all New Englanders live in factory towns. The broad coastal plain that gives rich farms to Southern States, however, in New England is submerged, and fishermen harvest drowned valleys and submarine plateaus, hauling in lobsters, clams, mackerel, flounders, haddock, swordfish, and especially the cod.

Note: See also "Connecticut, Prodigy of Ingenuity," *National Geographic Magazine*, September, 1938; "From Notch to Notch in the White Mountains," July, 1937; "New England Ski Trails," November, 1936; "Boston through Midwest Eyes," July, 1936; "Maine, the Outpost State," May, 1935; "New Hampshire, the Granite State," and "Sauntering through the Land of Roger Williams" (color insert on Rhode Island), September, 1931; "Green Mountain State" (Vermont), March, 1927; "Massachusetts and Its Position in the Life of the Nation," April, 1923; and "Massachusetts: Beehive of Business," March, 1920.

Bulletin No. 1, October 10, 1938.

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A REAL FLOOD REACHES CONCORD, WHERE EMERSON'S "RUDE BRIDGE ARCHED THE FLOOD"

Not the flood, however, but "Time the ruined bridge has swept down the dark stream which seaward creeps." Rising waters could destroy no historic landmark here today, for the old North Bridge has been replaced with a new concrete structure. A bronze Minute Man stands where "embattl'd farmers," in 1775, "their flag to April's breeze unfurled, . . . fired the shot heard round the world."

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Iran Completes Its First Cross-Country Railroad

MODERN Iran can tell a tale as startling, for Iran, as ancient Persia's lore of djinn and magic; a railroad all the way across the country. Completion of the Trans-Iranian Railway, celebrated last month by the Shah of Iran's official inspection trip on a special train, gives the country a live artery to carry the life blood of trade for future growth.

The 866-mile Trans-Iranian line, financed entirely by Iranian capital, has been some seven years in construction, meeting difficulties in the mountains through which much of its route was run. The railway stretches in a north-south direction across the country from the Caspian Sea port of Bandar Shah to the Persian Gulf, where the southern end is called Bandar Shahpur.

Part of Big Engineering Program

Iran's capital, Tehran, has for some time been in touch with the Caspian Sea by rail. Farther south along the line, a gap of about a hundred miles remained to be closed. Its completion gives an important rail artery to a country of only 15 million people in an area of about 628,000 square miles. The new line is part of an engineering program which includes motor roads, tunnels, and bridges to bring transportation up to date in the country which is the heart of the Middle East.

Modern Iran, which only three years ago changed its name from Persia, sprawls across the map with Soviet Russia to the north and the Persian Gulf to the south. Sharing her western border with Turkey and Iraq (Mesopotamia), her eastern frontier with Afghanistan and Baluchistan, this territory is thus the central span in a bridge of countries linking southern Europe with Asia.

To the foreign trade expert, Iran is the home of one of the world's most complicated systems of foreign-exchange control.

Clearing agreements, signed by Iran with other nations, by which goods are exchanged on a credit basis with no cash changing hands, require international bookkeeping in which rising or falling values of commodities take the place of money.

East, Like West, Seeks Favorable Trade Balance

The Iranian trade headache is further intensified by a state "monopoly" in foreign commerce, established in 1931. Under this law, while import and export business remains largely in private hands, the government exercises strict control. Imports are permitted only by quota, depending on the amount of export trade.

Such a jig-saw puzzle of financial machinery in a land which most people think of as a simple oriental backdrop for hard-riding "sheiks" and sloe-eyed rug makers, is a result of a nationalistic drive, in recent years, to raise the standard of Iranian living. One of the prime factors in improving internal conditions, either in East or West, is the possession of a favorable trade balance.

On paper, according to 1935-36 statistics, Iran already enjoys that happy economic position. Actually, however, because of foreign industrial deals, particularly in oil, export profits do not all find their way into Iranian pockets—although annual royalties constitute a tidy item in the national budget.

Hence the government's adoption of an economic policy designed to make the most of foreign exchange, together with other "self-sufficiency" measures by which Iranian leaders seek to develop their own country, independent of outsiders.

In the last decade or so, Iran, like Turkey and some other Asiatic countries,

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comprising more than one-fifth of the whole country's population. Among the Slovaks, who are Slavs, dwell Hungarians, who are Magyars. Hungarians, until the World War, had owned Slovakia for a thousand years, and now comprise over four per cent of Czechoslovakia's inhabitants.

Ruthenians account for a little under four per cent. Poles left in Czechoslovakia, after two areas were awarded to Poland in 1920, number a little more than half of one per cent. Jews, whose ancient cemetery in Praha indicates their presence in the country as early as the 6th century A. D., constitute one per cent.

Note: See "Czechoslovakia, Yankees of Europe," and map, pp. 176-177, in the *National Geographic Magazine*, August, 1938; "When Czechoslovakia Put a Falcon Feather in Its Cap," January, 1933; and "Hospitality of the Czechs," June, 1927.

See also in the GEOGRAPHIC NEWS BULLETINS: "Sudetens, Bone of Contention Between Czechoslovakia and Germany," week of October 3, 1938; and "Czechoslovakia: Ancient Bohemia Plus," week of December 6, 1937.

Bulletin No. 2, October 10, 1938.

Photograph by Walter Bosshard

LION'S STRENGTH WAS THE AIM OF CZECHOSLOVAKIAN UNION

Acting on a "Together we stand, divided we fall" theory, the Czechs and Slovaks gathered a half-dozen minorities into a united nation for which they adopted the rampant lion as an emblem. The fierce double-tailed lion was the symbol of the former Czech Kingdom of Bohemia, which was incorporated into Czechoslovakia as the westernmost province. The shield on his shoulder, with Byzantine cross, is the emblem of the Slovaks.

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Zinc: Protector of Fellow Metals

A JUMP in price from 4 cents to 5 cents a pound was the response of zinc to prospects of war use. Ordinarily a peaceful and domestic metal, zinc loses its market calm at signs of world unrest.

An unusual death-dealing use is the latest role of this metal. One inventor has patented a zinc bullet which he claims will penetrate "bullet-proof" steel vests. He bases his patent on the explanation that a zinc bullet is faster than any other pistol bullet and harder to stop. When zinc meets steel, he maintains, zinc causes less friction than other metals and thus slows down less in the process of piercing.

Zinc first emerged among the minerals of the United States in connection with firearms. The lustrous blue-white metal was separated from its ore in this country just a century ago, by John Hitz in the Arsenal at Washington, D. C.

Zinc Overcoats Keep Out Rust

Warfare is only a sideline, however, for zinc. Its main use is as a life-preserver for other metals. Galvanized buckets, roofs, rain-spouts, pipes, wire, and structural steel owe to zinc their resistance against rust. Iron, so sturdy under the strain of constant use, cannot endure the slow corrosion of the atmosphere; but wrap it in an overcoat of zinc and it withstands all kinds of weather.

The process of surfacing iron or steel with a protecting skin of zinc is named in honor of Luigi Galvani, 18th century Italian professor whose experiments with electricity set a spark to the imagination of other scientists. About 40 per cent of the zinc used by industries of the United States, world's leading zinc consumer, goes into service as the thin preservative layer on galvanized surfaces.

This zincing process received a patent in England in 1837, and since then industry has entered a sort of Zinc Sub-Age. Since recipes have been worked out for extracting the metal from its ores, it has been generously used as an alloy. Anti-friction metals, alloyed with zinc, serve as bearings in fast-moving machinery and railway trains; their low melting point protects more important moving parts, and burnt-out bearings can be easily replaced. Up to 10 per cent of zinc in modern bronze gives statues a hair-fine accuracy to lines their sculptor intended.

Assembly lines for automobiles, cash registers, and adding machines move more smoothly because of zinc. Zinc alloys have proved ideal for die-casting, a process in which metal parts by the thousand containing zinc can be duplicated by casting in the same mold. Tiny teeth of some zipper fastenings are die-cast of zinc alloys.

Has Played Tricks on Chemists for Centuries

Unknown and unsuspected, zinc played pranks for two millenniums in the world's chemistry before being unmasked. Scientists puzzled over its effects in "mock-silver" and "mountain-bronze." Romans found that copper mixed with a calamine ore of unknown content produced a passable imitation of gold, and the Golden Age of the Roman Empire, under Augustus, paid its way with coins of brass, an alloy containing the yet unknown zinc. Alchemists of the Dark Ages, intent on their search for the philosopher's stone to convert other metals into gold, stumbled upon the same process of gold imitation.

Paracelsus, at the dawn of the Renaissance, called the metal *zinck*. Agricola, in Germany, discovered pure zinc accidentally, when he noticed it in chinks of a furnace where he was smelting lead and copper ores. The chemist Glauber finally brought zinc into the open, in 1657, when he revealed that calamine, the mysterious "white earth" of the ancients, was really an ore of zinc.

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has taken up many western customs. Under the rule of Reza Shah (more elaborately known as "The Most Lofty of Living Men" and "Agent of Heaven") Iranians have discarded the turban and veil. Co-education has been approved in the schools. In 1937 there were nearly 5,000 schools as against only 612 in 1921. The Boy Scout movement, under an American Scoutmaster, has been introduced. There are telegraphic communications, wireless stations, and an air service.

Various important Iranian towns have been modernized. In Tehran, the capital, paved avenues and a central electric-light system are now accomplished facts, while a central water supply is planned for the near future. Like Washington, D. C., Tehran has recently had a boom in shiny new government buildings.

In the economic field, Iran has built power plants, cotton, sugar, and jute mills, and tobacco and cement factories.

In return for factory machinery and tools, motor cars and trucks, airplanes, metal and other manufactured goods, Iranian exporters offer oil, carpets and rugs, fruit, rice, cotton, hides, and opium.

Among their best customers are Egypt, Britain, Germany, British India, the United States, and the Soviet Union.

Note: For additional material about Iran (Persia) see "Exploring the Secrets of Persepolis," *National Geographic Magazine*, October, 1933; "Bright Pages from an Asiatic Travel Log" (color insert), November, 1932.

See also in the GEOGRAPHIC NEWS BULLETINS: "Persia Wants To Be Called 'Iran,'" January 21, 1935; and "Motor Cars Bring Patrons to Teheran's Oriental Bazaars," February 29, 1932.

The route of the Trans-Iranian Railway can be traced on The Society's new Map of Europe and the Mediterranean, issued as a supplement to The Magazine for April, 1938. Separate copies may be had at 50c (paper) and 75c (linen).

Bulletin No. 3, October 10, 1938.

Photograph from Charles Breasted

CUROSITY STARTS EARLY IN IRAN

When archeologists flew to the ruins of Persepolis in a plane, Persian women came to inspect the strange vehicle, mothers bringing their babies. Muffled in the ankle-long, brightly printed cloaks of *Arabian Nights* style, they climbed into the plane to gaze at the wonders of modern travel. The site of ancient Persepolis, about 600 miles south of Tehran, lies in an arid waste untouched by modern trade routes. The new Trans-Iranian railway will bring the modern world into contact with such isolated regions.

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Puerto Rico: Spanish Island under the American Flag

MILITARY officials from the United States have selected Isla Grande, in the upper harbor of San Juan, as site for a huge naval air base in Puerto Rico. The site, large enough for housing seaplanes to the number of two dozen and airplanes up to 90, occupies a central position in the Caribbean region, with special convenience for the defense of the Panama Canal.

Another dispatch from the big West Indian island tells of the opening of a new Columbus Park near Aguadilla, on the northwest coast of Puerto Rico.

Marking the site where Columbus himself is believed to have stopped in 1493, to replenish his failing water supply, a simple cross (to be replaced later by a more imposing monument) calls attention to the fact that Puerto Rico is the only U. S. territory which can lay claim to having sheltered the great explorer.

Puerto Rico Is Part of Drowned Mountain Chain

From the standpoint of historic association and scenic beauty, Puerto Rico has charm as well as many other attractions for the visitor.

A fragment of a drowned mountain chain that may once have been part of the South American mainland, the island has been called the Switzerland of the West Indies. Nearly 4,000 feet up, at the summit of its highest peaks, one may see both the Atlantic Ocean and the Caribbean Sea, with a hint of the Virgin Islands to the east. Good motor roads wind easily over the hills, along which travelers look down on a semi-jungle of wild breadfruit and mango trees, of palms and West Indian cottonwoods, of thatched huts in little clearings, pineapple plantations, fields of grazing herds, and smoking sugar mills that stretch brick fingers to the sky.

In Puerto Rico Nature splashes color with a lavish hand. Rows of flamboyant trees make a scarlet archway of certain roads, white blossoms of coffee plantations perfume the tropic breeze, and everywhere there is lush rain-drenched forest.

Delicate orchids found in Puerto Rican mountains delight the botanist. For the adventurous there is a challenge in the mountains' unexplored caves, almost concealed by overhanging jungle growth. Sun-worshipers find Puerto Rico another winter playground. Medicinal springs at Coamo are praised by health seekers as a "Fountain of Youth," missed by Ponce de León.

A Spanish Town with an American Veneer

Rather ironically, it was Ponce de León who, in 1508, following the discovery of the island by Columbus more than a decade before, founded its first settlement near San Juan. From there he later sailed in search of his squandered youth.

Today, under the Stars and Stripes, Puerto Rico's capital at San Juan is an odd mixture of early-Spanish and late-American life.

A walled city of the Conquistadores, she still preserves many old forts. There is San Cristobal Fort, with its ghost stories, and Morro Castle, that resisted attack from English, Dutch, French, and American fleets, as well as pirates.

Under Fortaleza, built in 1639 and used since as the ruling governor's mansion, Spanish doubloons and other plunder were once stored. Ancient churches, before whose altars mailed soldiers of the Spanish King once knelt, yet hear the prayers of the faithful. Grilled windows, open plazas, and stiff Spanish conventions and Spanish amusements (including the cockfight) remind the visitor that it was only 40 years ago, at the close of the Spanish-American War, that Puerto Rico was ceded to the United States.

Yet Yankee influence steadily gains ground. American jazz fills the air, and

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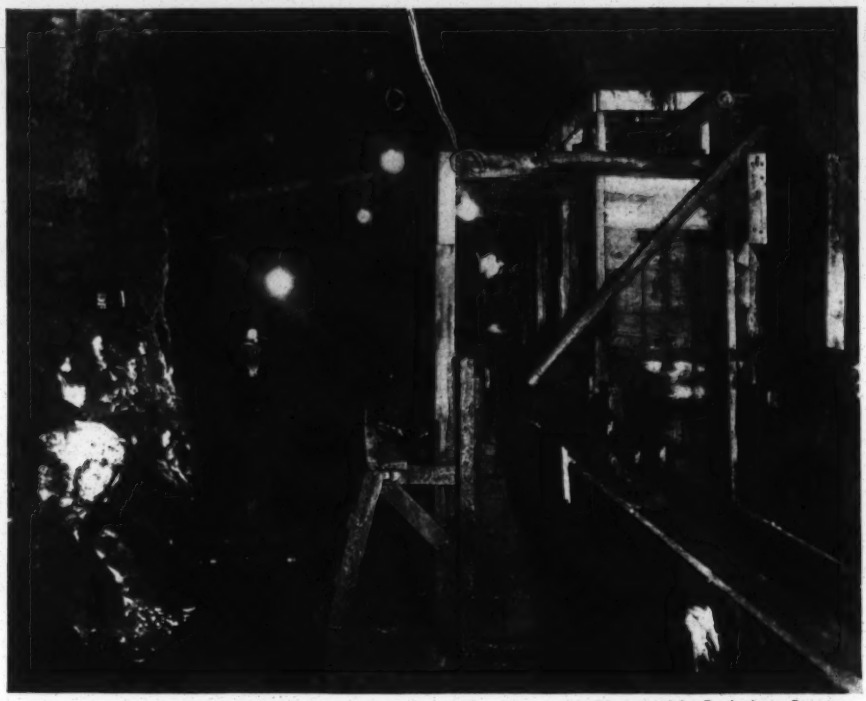
It is proof of the uneven diffusion of the world's knowledge, however, that Hindu scientists had already known for some centuries how to obtain zinc. Bracelets of zinc have been found on the Isle of Rhodes in ruins of the ancient city of Cameros, destroyed about 500 B. C. The Chinese have been using zinc indefinitely.

Next to galvanizing, zinc's most important use today is in alloys, the chief of which is brass. Brass was made, from Roman times on, from copper and the zinc ore calamine, but now pure zinc itself is used, up to 30 or 40 per cent. Brass cannon that fought the American Revolution and brass bells that rang for American independence were alloyed with zinc. Brass buttons, buckles, and pins were early articles of American metal industries, with andirons, fire tongs, and hooks and eyes also coming into use.

Now the United States leads the world both in producing and in using zinc. In 1936 this country smelted and used about one-third of the world's total output. Mines in 21 States contributed to the production, with Oklahoma leading and New Jersey and Kansas following. Possibly the richest ores are those of Broken Hill, in New South Wales, Australia.

Minor uses of the metal give further evidence of its value. As a pigment it contributes a paint coat to shield both metals and wood. In dentistry, zinc compounds make a cement for filling aching teeth. In medicine the numerous salts of zinc perform services to man's health. Zinc chloride, however, is a poison; zinc sulphate, on the other hand, is an antidote for poison.

Bulletin No. 4, October 10, 1938.



Photograph by B. Anthony Stewart

CLOSE COMPANIONS, LEAD AND ZINC ARE MINED TOGETHER

Near Shullsburg, Wisconsin, a lead and zinc mine operates with shafts 108 feet below the surface. Crushed ore-bearing rock is bounced about in jigs (jiggling wooden boxes) until the ore sinks to the bottom and the waste can be washed off with water and sluiced away (right). The ore is removed from the bottom of the jigs through taps. Zinc, especially useful in galvanizing for its clinging-vine tendency, stuck so closely to other metals that it was used for at least 2,000 years in bronze-making before it was isolated.

American automobiles, trucks and busses fill the streets. Airplanes, five-and-dime stores, one-piece bathing suits, honking taxis, the movies and modern schools spread an increasing layer of Yankee noise, spirit, and technical training over the old tropical-Spanish languor.

As a matter of bookkeeping, however, the record shows that Uncle Sam has paid well for his place in Puerto Rico. Millions of American dollars have been spent in sanitation, education, relief, and other public works for this land which has been harassed by many natural and man-made problems.

Note: See also "Southward Ho! in the 'Alice,'" *National Geographic Magazine*, March, 1938; "Skypaths Through Latin America," January, 1931; "Some Impressions of 150,000 Miles of Travel," May, 1930; "To Bogotá and Back by Air," May, 1928; "How Latin America Looks from the Air," October, 1927; "Porto Rico, the Gate of Riches," December, 1924.

See also the inset map of Puerto Rico in The Society's Map of Mexico, Central America, West Indies. Copies of the map can be obtained from The Society's Washington, D. C., headquarters at 50c (paper) and 75c (linen).

Bulletin No. 5, October 10, 1938.

Photograph by Harwood Hull

THE HARBOR MORRO CASTLE GUARDS WILL SHELTER PLANES AS WELL AS SHIPS

For three and a half centuries the massive walls of Morro Castle have commanded the entrance to Puerto Rico's leading harbor at San Juan. Now more modern defense measures will provide the harbor with an air base. The sailing schooner *Edna Hoyt*, shown above rounding the fortified point to enter San Juan Harbor, is a reminder of the numerous early sailing vessels which Morro Castle has protected.

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